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TRADE DOCUMENTATION INFORMATION

NEW CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSIT OF GOODS (ITI CONVENTION)

(Note by the Inter-regional Adviser on Trade Documentation)

The Customs Co-operation Council (CCD), during its 37/38th sessions in Vienna 7-9 June 1971, adopted a new Customs Convention on the International Transit of Goods. The following note giving information on that Convention has been received from the Customs Co-operation Council.

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1. The new international Customs arrangements introduced by the ITI Convention adopted 7 June 1971 in Vienna by the Customs Co-operation Council are expected to enable transport operators to achieve large savings in time and costs. The whole emphasis of the Convention is on the reduction of delays and costs in international transport, and the procedure introduced embodies new concepts designed to match changing patterns of international traffic, particularly the widespread use of intermodal containers.

2. Until now an international transit operation has involved one vehicle, one carrier and one carnet (combining the control document and the guarantee required for the carriage of duty-not-paid of goods). The Customs would seal the vehicle which entered the transit procedure in the country of exportation, and the carrier was required to produce the carnet at each frontier crossed. A change of carrier required the commencement of a completely new transit operation.

3. Containerization and other new methods of combined or door-to-door distribution have posed new problems. Containers can be carried by various modes of transport (rail, road, air, sea, inland waterway) and very swiftly transferred from one to another as required. Thus the time previously available at intermodal interfaces

for the Customs to perform their traditional controls has been drastically reduced. Furthermore, there are frequently sections of an international journey (such as sea and air legs, or where the carrier concerned has special arrangements with the Customs authorities) where no guarantee is required, whilst in many cases it is not necessary for goods to enter a Customs transit procedure at the beginning of their journey although they must be able to enter such an arrangement at a later stage without delay or difficulty.

4. To overcome these and other problems posed by door-to-door transport systems the ITI Convention has been drawn up so as to be as all-embracing and flexible as possible. Consequently the new procedure will :

(a) cover the transport of goods by all relevant means of transport which can be accepted as safe for the international transport of goods under Customs seal;

(b) be capable of application in all countries which are, or might be, involved in international transport;

(c) apply even where a transport operation involves a journey by sea or air or a journey across the territory of a non-Contracting Party;

(d) minimize delays at ports, land frontiers, etc., by laying the emphasis on Customs controls at the beginning and end of the journey only, wherever possible at inland depots;

(e) avoid either adding to existing requirements or creating new formalities where none exists at present;

(f) provide a flexible and simple documentation system;

(g) reduce delays and administrative costs by providing a cheap system of pre-arranged standing guarantees which could be used specifically for those parts of an operation where security is required;

(h) make possible future additional simplifications on the basis of administrative arrangements, new transport or communication techniques, etc.

5. The international system of guarantees will be operated through a network of guaranteeing associations covering the territories of the Contracting Parties to the Convention. Each national association will approve carriers for whom it will act as guarantor and will issue them with guarantee cards recognized by the Customs in all other countries within the guarantee network. Each card will provide cover for all journeys undertaken by the holder within its period of validity. As the activities of the carrier, rather than the goods carried, are the subject of the

guarantee, there will normally be no need for the Customs to check the value of individual consignments at control points; it will be sufficient for them to be satisfied that the carrier is the holder of a current valid guarantee card.

6. The flexibility of the ITI procedure is such that it may be commenced either in the country of exportation or at a later stage in the journey. An exporter will be able to request the Customs in his country to seal his loaded container if there is the likelihood that the container will enter the ITI procedure at a later stage of the journey. When it is presented for sealing, a document showing the contents and certified as accurate by the person responsible for loading must be produced. Details of the seals placed on the container will be inserted on the document, termed a "Goods manifest", which may be any normal commercial document provided it contains the minimum information prescribed by the Convention.

7. When the container enters the transit procedure the carrier will present a simple declaration (ITI Declaration) which is aligned to the ECE layout key and which contains a section for use as the Goods manifest if so desired; alternatively the relevant Goods manifest can be attached (a sample of the ITI Declaration is appended as Annex). When a guarantee is required the carrier must produce his guarantee card, or, if he does not wish the card to travel with the container, he may produce his card once only and reproduce its details on the declaration form. The Customs inspecting the card will endorse the form and their certificate will be accepted in subsequent countries in lieu of the card itself.

8. The carrier will take with him the original copy of the declaration for production at frontier control points. If another carrier accepts responsibility, a fresh declaration is completed and attached to the first which is then handed over to the new carrier. At each frontier a copy of the declaration is deposited with the Customs.

9. Although the Convention was designed primarily to meet the problems posed by containers it is not limited to container traffic and will be available for all other means of transport. No distinction is made between them, and provided a vehicle, railway wagon, container or inland waterway vessel conforms to the agreed international standards of security for Customs sealing purposes, it will be accepted for the ITI procedure. The term "transport-unit" has been used to cover all these means of transport.

10. The advantages to be gained from the introduction and use of the ITI procedure are considerable for both the Customs and the commercial world. For the Customs the procedure provides for a reorientation of formalities which restores to them the possibility of carrying out essential controls without creating transport delays, whilst for commerce it will enable transport operators to enjoy fully the potential advantages of the transport concept.

11. Having containers sealed in the export country will minimize delays at natural bottlenecks such as busy ports and frontier posts, whilst the new arrangements for Customs control and mutual co-operation between Customs authorities of different countries will enable them to avoid duplication of work whilst, by making it possible to control irregularities more effectively, helping to keep the cost of premiums for guarantees as low as possible.

12. Transport operators should also derive considerable benefits from the use of pre-arranged standing guarantees separated from the cargo document and which can be used specifically for those parts of a journey where a guarantee is required. As the guarantee cards will remain valid for a period of time and will cover all journeys made within that period, there will in future be no need to make cumbersome and time-consuming journey-by-journey arrangements.

13. The acceptance of commercial documents as Goods manifests for Customs purposes is another very useful measure of trade facilitation which will make it possible to avoid much duplication of labour.

14. With experience of the new arrangements further simplifications can be anticipated since the Convention provides, for example, for groups of countries to join together in regions (known as ITI areas). Goods passing through such an area will be subject to controls only at the Customs offices of entry into and exit from the area, and the resulting saving of time at intermediate frontiers should help to reduce operating costs.

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15. The Customs Co-operation Council has to date 65 Member Nations, but operation of the ITI procedure is not limited to Members' Customs administrations. In drawing up the new international Convention some dozen international organizations worked in close co-operation with the Council.

A sample of the ITI Declaration form is appended as Annex. Copies of the ITI Convention, which is open for signature until 30 June 1972, can be provided in English or French through the Inter-regional Adviser on Trade Documentation, UNCTAD, Palais des Nations, 1211 GENEVA 10, or directly from the Customs Co-operation Council.

Customs Convention on the International Transit of Goods (TIR Convention)

Convention douanière relative au transit international des marchandises (Convention TIR)

ITI DECLARATION ITI

2. ITI Declaration No. — Déclaration ITI n°

3. Additional ITI declaration forms attached — Exemplaires supplémentaires de la déclaration ITI joints

● 1. Consignor (name, address, country) — Expéditeur (nom, adresse, pays)

● Completion of these items is optional
● Rubriques facultatives

● 4. Consignee (name, address, country) — Destinataire (nom, adresse, pays)

Item 12 a - to be completed in all cases
12 b - to be completed when the form is used as a Goods Manifest
Rubrique 12 a - à remplir dans tous les cas
12 b - à remplir quand la formule est utilisée comme manifeste de marchandises
Contents of each transport unit must be shown separately
Le contenu de chaque unité de transport doit être indiqué séparément
If the form is used only as a Declaration for transit, items 6, 12 a, 13 b and 15 should be completed by the declarant — additions to the declaration section
Si la formule est utilisée uniquement comme Déclaration de transit, les rubriques 6, 12 a, 13 b et 15 doivent être remplies par le déclarant, autre la partie réservée à la déclaration

GOODS MANIFEST
MANIFESTE DE MARCHANDISES

5. Manifest Number — Numéro du manifeste

6. Customs office of loading (place, country) — Bureau de douane de chargement (lieu, pays)

● 7. Means of transport — Moyen de transport

● 8. Place of shipment — Lieu d'expédition

9.

10. Documents appended to manifest — Documents joints au manifeste

● 11. Destination of means of transport — Destination du moyen de transport

12. a. Transport unit (type, identification No.) b. Marks & numbers of pegs or items a. Unité de transport (type, n° d'identification) b. Marques et nos des colis ou objets	13. a. Number & kind of pegs or items, description of goods; or b. Reference Number(s) of Goods Manifest(s) appended a. Nombre et nature des colis ou objets, ou désignation des marchandises; ou b. Numéro(s) d'ordre du(des) manifeste(s) de marchandises joints	14. Gross weight, per consignment, kg Poids brut par envoi, en kg	15. Customs seals (date of affixing & other details) — Scellements douaniers (date d'apposition, autres caractéristiques)

16. Date

17. Name and address of person responsible for the accuracy of the manifest — Nom et adresse de la personne répondant de l'exactitude du manifeste

DECLARATION FOR TRANSIT
DECLARATION DE TRANSIT

18. Customs office of departure (place, country) — Bureau de douane de départ (lieu, pays)

19. Customs office of destination (place, country) — Bureau de douane de destination (lieu, pays)

20. I the undersigned, declare that only the goods listed in the Goods Manifest(s) indicated above and forming part of this declaration have been loaded in the transport unit(s) shown above. I enter the goods for Customs transit under the ITI procedure and I undertake to comply with the conditions laid down under that procedure. — Je soussigné déclare que seules les marchandises énumérées dans le(les) manifeste(s) de marchandises visé(s) ci-dessus et faisant partie intégrante de la présente déclaration ont été chargées dans l'(les) unité(s) de transport indiquée(s) ci-dessus. Je déclare ces marchandises pour le transit douanier sous le régime ITI et m'engage à respecter les conditions propres à ce régime.

21. Declarant (name and address) — Déclarant (nom et adresse)

22. Declarant's reference No. — N° de référence du déclarant

23. Holder of Guarantee card No. — Titulaire de la carte de garantie n°

24. Valid until — Valable jusqu'au

25. Place and date of signature — Lieu et date de signature

26. Issued by — Délivrée par

27. Signature of declarant or authorized representative — Signature du déclarant ou du représentant autorisé

28. Member of (Chain) — Membre de (chaîne)

29. Full name of authorized representative — Nom et prénoms du représentant autorisé

30.

31. Details of guarantee certified correct — Les indications relatives à la garantie sont certifiées exactes

Place and date stamp
Cachet indiquant le lieu et la date

(Signature)

32 **Office of departure** — **Bureau de départ**
(T) operation commenced — Opération (T) engagée

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

33 **Office of exit** en route — **Bureau de passage de sortie**
Transport-unit(s) exported with seals intact — Unité(s) de transport exportée(s) avec des scellements intacts

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

34 **Transit Country. Office of entry** en route — **Pays de transit. Bureau de passage d'entrée**
Transport-unit(s) imported with seals intact. Documents checked. Satisfied — Unité(s) de transport importée(s) avec des scellements intacts. Admis conforme sur documents

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

35 **Transit Country. Office of exit** en route — **Pays de transit. Bureau de passage de sortie**
Transport-unit(s) exported with seals intact — Unité(s) de transport exportée(s) avec des scellements intacts

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

36 **Transit Country. Office of entry** en route — **Pays de transit. Bureau de passage d'entrée**
Transport-unit(s) imported with seals intact. Documents checked. Satisfied — Unité(s) de transport importée(s) avec des scellements intacts. Admis conforme sur documents

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

37 **Transit Country. Office of exit** en route — **Pays de transit. Bureau de passage de sortie**
Transport-unit(s) exported with seals intact — Unité(s) de transport exportée(s) avec des scellements intacts

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

38 **Transit Country. Office of entry** en route — **Pays de transit. Bureau de passage d'entrée**
Transport-unit(s) imported with seals intact. Documents checked. Satisfied — Unité(s) de transport importée(s) avec des scellements intacts. Admis conforme sur documents

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

39 **Transit Country. Office of exit** en route — **Pays de transit. Bureau de passage de sortie**
Transport-unit(s) exported with seals intact — Unité(s) de transport exportée(s) avec des scellements intacts

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

40 **Transit Country. Office of entry** en route — **Pays de transit. Bureau de passage d'entrée**
Transport-unit(s) imported with seals intact. Documents checked. Satisfied — Unité(s) de transport importée(s) avec des scellements intacts. Admis conforme sur documents

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

41 **Transit Country. Office of exit** en route — **Pays de transit. Bureau de passage de sortie**
Transport-unit(s) exported with seals intact — Unité(s) de transport exportée(s) avec des scellements intacts

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

42 **Country of destination. Office of entry** en route — **Pays de destination. Bureau de passage d'entrée**
Transport-unit(s) imported with seals intact. Documents checked. Satisfied — Unité(s) de transport importée(s) avec des scellements intacts. Admis conforme sur documents

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

43 **Office of destination** — **Bureau de destination**
Transport-unit(s) received with seals intact. (T) operation completed. Satisfied — Unité(s) de transport présentée(s) avec des scellements intacts. Opération (T) achevée. En règle

Place and date stamp
Cachet indiquant le lieu et la date (Signature)